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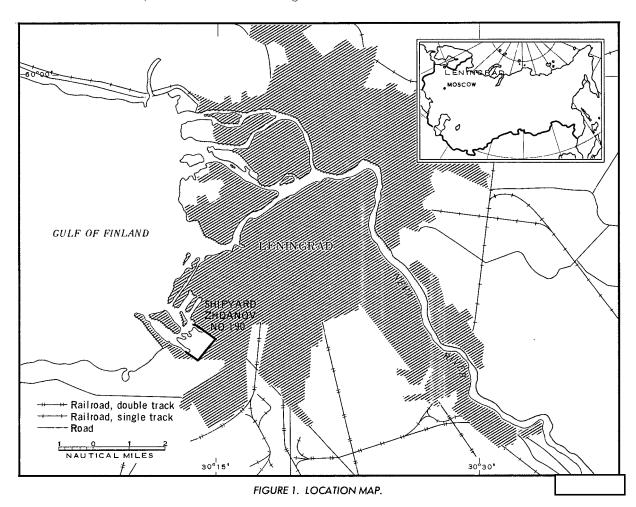
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## SHIPYARD ZHDANOV NO 190 LENINGRAD, USSR

Shipyard Zhdanov No 190 is located on the Gulf of Finland (Nevskaya Guba) in the southwest section of Leningrad, USSR, at 59-52-32N 30-13-50E (Figures 1 and 2).

The shipyard contains 4 ship construction areas. Two of these (items 18, 35, and 50, Fig-

ure 3 and Table 1) are located in the main section of the yard. The 2 remaining areas (items 56 and 72) are located on the peninsula between the timber basin and the Turukhtanny Kanal (Figures 2 and 3). One of these (item 72) is under construction, and the other is relatively minor.



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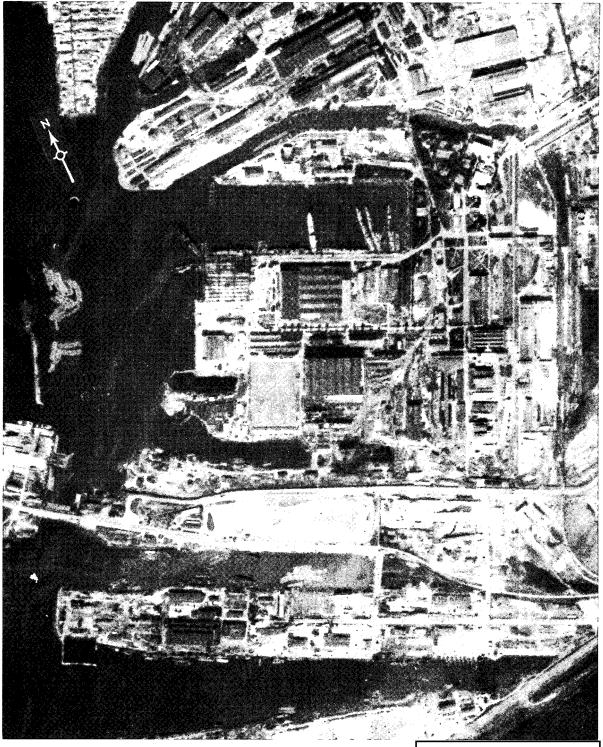


FIGURE 2. SHIPYARD ZHDANOV NO 190, LENINGRAD, USSR,

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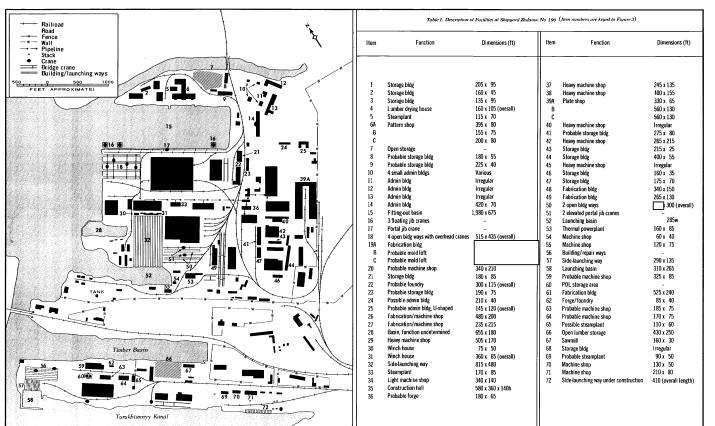


FIGURE 3. LAYOUT OF SHIPYARD.

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FIGURE 4. OPEN BUILDING WAYS WITH OVERHEAD CRANES

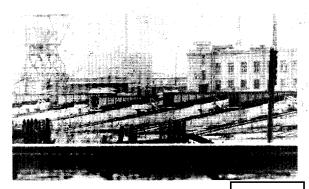


FIGURE 5. SIDE-LAUNCHING WAY (ITEM 72),

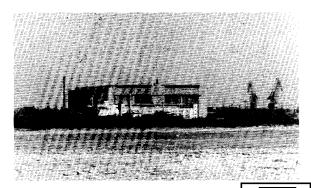


FIGURE 6. FABRICATION/MACHINE SHOP (ITEM 27

The most used of the construction ways in the shipyard appear to be the 6 ways which front on the side-launching way. Four of these ways are covered (item 35, Figure 3 and Table 1), and 2 are open ways (item 50). All of the ship construction in the main section of the yard observed on recent photography was on these ways. Photography of revealed 2 additional open ways in use, 1 on either side of the presently active ways (item 50). These 2 ways now appear to serve as assembly and storage areas.

The 4 remaining ways in the main section of the shipyard (item 18) are inclined end-launching ways served by an elaborate overhead crane structure. No construction activity is visible at these 4 ways (Figure 4).

A minor shipbuilding area (item 56, Figure 3 and Table 1) is located at the western end of the peninsula. Barges and small, probably coastal, steamers are built at this facility. The building ways are served by a side-launching way (item 57).

A probable major shipbuilding area is under construction in the southern part of the yard on the shore of the Turukhtanny Kanal (item 72). Eight of the 9 rails and cradles of an inclined side-launching way under construction are shown in Figure 5. The 9 rails appear to delineate the planned limits of the facility. A total length of over 800 feet would be possible if the available undeveloped space on either side of the present way were utilized. No new construction of fabrication or support buildings commensurate with a building way of this size is evident, however. It would be possible for this way to utilize the existing construction facilities on the peninsula or those of the main yard, since both rail and road transportation is available.

The unidentified basin (item 28) has not changed since 1956. The new fabrication/machine shop completed in 1964 may be the beginning of further development in this part of the yard (item 27, Figure 3 and Table 1; Figure 6).

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